

# By-Cycle

Bicycle News from the  
Maricopa County Department of Transportation



January 2001

Volume 2:1

## Looking for Shoulders?

Are you searching for a place to bicycle away from urban traffic? Do you enjoy panoramic scenic vistas and majestic mountain views? There are some beautiful areas of Maricopa County only a road bike away.

### Around South Mountain

The Riggs/Beltline loop project around the southern boundary of the Valley has been completed adding another 17 miles of bikeable shoulders to county roads. The MCDOT project added five-foot shoulders to both sides of the existing roadway from I-10 to Dusty Lane.



### New River Road

Another 10.5 miles of smooth, five-foot wide shoulders can be found on New River Road from Carefree Highway to I-17. This MCDOT project can be reached using the wide shoulders that ADOT provided on Carefree Highway west of I-17.

## Meetings

January 2001

### Public Meeting Schedule

The public meeting schedule is subject to change. Please call to confirm dates and times. For on-line information go to:  
[www.maricopa.gov/](http://www.maricopa.gov/)

#### 1.9.2001

### MCDOT Bicycle Advisory Committee

Location: Maricopa County Department of Transportation, Cochise Room  
2901 W Durango St.  
Phoenix, AZ  
Reed Kempton: 602-506-1630  
Time: 2:30 p.m.

#### 1.17.2001

### Queen Creek Road Corridor Study Gilbert Road to Power Road

Location: Desert Mountain Elementary School  
22301 E. Hawes Road  
Queen Creek, AZ  
Leo Trinidad: 602-506-2826  
Time: 5 p.m. –7 p.m.

### Maricopa Road

Check out Maricopa Road between Mobile and Gila Bend. You'll find 19.5 more miles of smooth shoulders for your road bike. For a real treat, combine this with a ride over the historic Gillespie Dam Bridge on Old US80.

## MUTCD Millennium Edition Now Available

The Final Rule of the Manual on Uniform Traffic Control Devices - Millennium Edition was published in the December 18,



2000, edition of the Federal Register. The text of the 1000+ page manual, including Part 9: Traffic Controls for Bicycle Facilities, can be found on, and downloaded from, the Federal Highway Administration's MUTCD web site at: <http://mutcd.fhwa.dot.gov>

## Guadalupe Bridge Opens

ADOT has opened the new Guadalupe Road Bridge over I-10. The bridge provides an important connection for bicyclists across the freeway between Phoenix and Guadalupe. The bridge has bike lanes in each direction and a pedestrian sidewalk on the north side.

## Family Transportation Costs Highest in Sprawling Cities

A new report finds that sprawl drives up transportation costs for American families. The average American family living in a highly sprawling area can pay thousands of dollars more per year for transportation than families in more convenient locations, according to *Driven to Spend*, a report released by the Surface Transportation Policy Project and the Center for Neighborhood Technology. It analyzes government data on consumer expenditures, ranking 28 major metro areas by the portion of the family budget devoted to daily transportation costs. The full report is posted on [www.transact.org](http://www.transact.org).

The report finds that the metro areas where transportation takes the biggest bite



**This local cyclist was spotted doing some interval training on a rural county road.**

out of the household budget are Houston, Atlanta, Dallas, Miami and Detroit, followed by Minneapolis, Phoenix, Philadelphia, Kansas City and Tampa. Much of the difference in transportation expenditures is due to sprawling development patterns, as shown by analysis of land use and transportation factors detailed in the report.

"Transportation has gotten expensive for many American families," said Roy Kienitz, executive director of the Surface Transportation Policy Project. "Because of sprawl, driving has changed from a convenient choice into an expensive necessity."

"Biking, walking, and public transit are all cheaper than owning two or three cars per family, but they are not viable options for many Americans," said Kienitz. "The continuing resistance to spending public funds to support transit, bicycle facilities and smarter growth is costing America's families a lot of money."

## MCDOT Bicycle Web Page

[www.mcdot.maricopa.gov/Bicycle/](http://www.mcdot.maricopa.gov/Bicycle/)

## Transportation \$\$\$

The FY2001 Highway Apportionments – Computation Tables are available on the FHWA website. Want to check out your state's Federal transportation dollars for the year 2001? Like to know how much safety construction money could be available for bike and ped projects? Download this 69-page book of tables and see for yourself! <http://www.fhwa.dot.gov/tea21/cmptbl01.pdf>

## Terminology

It is very important when we talk that we communicate in the same language. Otherwise, only half of us (the half talking) know what we are saying. If I told you I had to cross the road you might visualize a rural country lane with hardly any traffic. However, if I told you that I had to cross a Principal Arterial Street with 25,000 ADT, you should know exactly what I mean. The following are terms that we should all be familiar with so we don't spend time confusing each other.

**AASHTO** <sup>¾</sup> American Association of State Highway and Transportation Officials.

**AASHTO Guide for the Development of Bicycle Facilities** <sup>¾</sup> A book of guidelines for the design and construction of bicycle facilities.

**ARS** <sup>¾</sup> Arizona Revised Statutes.

**Bicycle** <sup>¾</sup> Every device, including a racing wheelchair, that is propelled by human power and on which a person may ride and that has either: (a) Two tandem wheels either of which is more than sixteen inches in diameter. (b) Three wheels in contact with the ground any of which is more than sixteen inches in diameter (ARS 28-101.6).



**Bicycle Facilities** — A general term denoting improvements and/or provisions made by public agencies to accommodate or encourage bicycling, including all bikeways, shared roadways whether or not specifically so designated, parking facilities, signing, and mapping.

**Bicycle Lane** <sup>¾</sup> A portion of roadway striped, with pavement markings, and signed for exclusive use of bicycles. These must meet certain standards for width, striping, signing, and marking.

**Bicycle Node** <sup>¾</sup> Designated areas often in conjunction with public facilities such as parks, libraries or transit centers which provide water, shade, rest rooms and parking for bikes.

**Bicycle Path** <sup>¾</sup> See “Shared Use Path.” All “Bicycle Paths” are shared actually shared with pedestrians, in-line skaters, etc.



**Bicycle Route** <sup>¾</sup> Any combination of paths, lanes, trails, or streets which are designated for bicycle travel by mapping or signing as a preferential travel route for alternate modes, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**Bikeway** <sup>¾</sup> Any road, path, sidewalk, trail, or passage which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**Cross Section** — Diagrammatic presentation of the right-of-way profile which is at right angles to the centerline at a given location.

**Design Speed**  $\frac{3}{4}$  a speed determined for design and correlation of the physical features of a bikeway that influence bicycle operation. It is the maximum safe speed that can be maintained over a specified section of bikeway when conditions allow the design features of the bikeway to govern usage.

**Easement**  $\frac{3}{4}$  A legal right of a public agency to use a piece of private property for some internal or public purpose. For example, to place a pipe, for maintenance access, for water retention, for public access between two public areas, to construct recreation facilities, etc.

**Edge Line**  $\frac{3}{4}$  A line which is used to show the outside edge of the travel lane for motor vehicles.

**Grade Separation**  $\frac{3}{4}$  Vertical isolation of travelways achieved through underpasses or overpasses to provide safe crossings of major streets or waterways. Usually on paths or trails.

**Grade-Separated Crossing**  $\frac{3}{4}$  An underpass, bridge, or overpass. Allows motorized and non-motorized modes to avoid any interaction at intersections or street crossings.

**Highway**  $\frac{3}{4}$  A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

**Intermodal**  $\frac{3}{4}$  Use of more than one mode to accomplish a trip. Such as driving to Park-N-Ride lots to catch a bus; riding bike to bus stop; walking to bus stop; driving and walking.

**ISTEA**  $\frac{3}{4}$  Intermodal Surface Transportation Efficiency Act of 1991

**MAG**  $\frac{3}{4}$  Maricopa Association of Governments

**MCDOT**  $\frac{3}{4}$  Maricopa County Department of Transportation

**Mode of Travel**  $\frac{3}{4}$  Means by which a person's mobility is powered and accomplished. This could be feet, bicycle, car, bus, horse, plane, skates, etc.

**Multimodal**  $\frac{3}{4}$  Facility which provides for shared use by several modes, such as a park-and-ride lot with both car and bicycle parking.

**Multiuse Path**  $\frac{3}{4}$  See "Shared Use Path."

**Multiuse Trail**  $\frac{3}{4}$  See "Shared Use Trail"

**MUTCD**  $\frac{3}{4}$  **Manual of Uniform Traffic Control Devices.** A manual approved by the FHWA as a national standard for placement and selection of all traffic control devices on or adjacent to all highways open to public travel.

**Off-Road Facilities**  $\frac{3}{4}$  Sidewalks, shared use paths, or trails, or any facility which is not an integral part of a roadway.



**Pavement Marking**  $\frac{3}{4}$

Painted or applied lines or legends placed on any bikeway surface for regulating, guiding or warning traffic.

**Pedestrian**  $\frac{3}{4}$  Any person afoot or in a wheelchair, including motorized wheelchair.

**Right-of-Way**  $\frac{3}{4}$  A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to some public purpose.

**Right of Way**  $\frac{3}{4}$  The right of one vehicle or pedestrian to lawfully proceed in preference to another vehicle or pedestrian.



**Roadway**  $\frac{3}{4}$  Portion of highway for vehicle use.

**Rules of the Road**  $\frac{3}{4}$  That portion of a motor vehicle law which contains regulations governing the operation of vehicular and pedestrian traffic.

**Shared Roadway**  $\frac{3}{4}$  All roads which do not have bike lanes or wide curb lanes where bicyclists and motor vehicles share the same roadway.

**Shared Use Path**  $\frac{3}{4}$  A paved path used exclusively by human-powered modes and separated from motor vehicles by an open space or barriers. It can be within the highway right-of-way or an independent right-of-way. Bicyclists, pedestrians, skaters, joggers and other non-motorized users will use shared use paths at the same time.

**Shared Use Trail**  $\frac{3}{4}$

An unpaved pathway exclusive for equestrian and human-powered modes.



**Shoulder**  $\frac{3}{4}$  A portion of a highway contiguous to the roadway primarily for use by pedestrians, equestrians, bicyclists, stopped vehicles and emergencies.

**Shoulder Bikeway**  $\frac{3}{4}$  Type of bikeway where bicyclists travel on the shoulder of the roadway.

**Shy Distance**  $\frac{3}{4}$  Distance between a bikeway's edge and any fixed object capable of injuring a cyclist using the facility.

**Sidewalk**  $\frac{3}{4}$  The portion of a highway designed for preferential or exclusive use by pedestrians.

**Sidewalk Path**  $\frac{3}{4}$  An eight to ten foot paved sidewalk adjacent to the roadway and used as a shared use path for one or two-way human-powered travel.

**Sight Distance**  $\frac{3}{4}$  A measurement of the cyclist's or motorist's visibility, unobstructed, along the normal path to the farthest point of the roadway surface.

**Traffic Volume**  $\frac{3}{4}$  The number of vehicles which pass a given point in a given amount of time.

**Transportation Corridor**  $\frac{3}{4}$  A strip of land between two termini within which traffic, topography, environment, and other factors are evaluated for transportation purposes.

**Transverse Patterns**  $\frac{3}{4}$  Pavement markings perpendicular to, or at an angle to, the flow of traffic, such as stop bars, crossover stripes and median delineations.

**Travelway**  $\frac{3}{4}$  Any way, path, road or other travel facility used for any and all forms of transportation.

**Vehicle**  $\frac{3}{4}$  A device in, upon or by which any person or property is or may be transported or drawn upon a public highway, excepting devices moved by human power or used exclusively upon stationary rails or tracks (ARS 28-102.52).

**Wide Curb Lane**  $\frac{3}{4}$  A road constructed with extra width in the outside lane so cars and bikes can share the same lane.

